

APPENDIX A- PAVEMENT MAINTENANCE PROGRAM

Pavement Maintenance Management Program Sedona Airport (SEZ)

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Appendix A

Airside Pavement Inventory

A.1 FOR LOCATIONS SEE PAVEMENT HISTORY MAP

A.2 AIRSIDE PAVEMENT INVENTORY

Description	Pavement Type	Year Constructed or Year Last Rehabilitated
RWY 3-21	ASPHALT	1989
Proposed TXWY A	ASPHALT	1999
Existing TXWY A	ASPHALT	1983
Original TXWY - RWY CONNECTORS	ASPHALT	1983
Additional TXWY - RWY CONNECTORS	ASPHALT	1996
APRON B	ASPHALT	1998
APRON D	ASPHALT	1998
APRON C	ASPHALT	1980
TXLN B0, B3, B4, B5	ASPHALT	1998
TXLN B1, B2	CONCRETE	1998
HELIPAD	CONCRETE	1996
HELIPAD PARKING APRON	ASPHALT & CONCRETE	1996
HELIPAD TXLN & CONNECTORS	ASPHALT	1996
APRON A & CONNECTORS	ASPHALT	1987
APRON A EXTENSION	ASPHALT	1988
APRON E	ASPHALT	UNKNOWN

A.3 INITIAL PAVEMENT INSPECTION

An airside pavement inspection was performed in April 1999. See Inspection Summary, A.6 for detailed results.

A.4 ANNUAL INSPECTIONS

Yavapai County and/or the Airport Manager shall perform detailed inspections of all active airside pavements on an annual basis as outlined in FAA Grant Assurance 11, FAA Program Guidance Letter 95-1, FAA Advisory Circular 150/5380-7, Pavement Management System, and ADOT's Pavement Inspection Manual.

A.5 MONTHLY INSPECTIONS

Yavapai County and/or the Airport Manager shall perform drive-by inspections on a monthly basis to observe unexpected changes in the pavement conditions.

A.6 INSPECTION SUMMARY

A.6.1 Runway 3/21 (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surface appears relatively consistent. There was no substantial evidence of subgrade failure. The surface exhibits medium severity stripping with loss of surface fines and low severity thermal shrinkage cracks. At the cold joints, especially the longitudinal joints, there are open cracks. In general these cracks can run the full length of the runway. There is slight edge cracking along the shoulder and some slight transverse cracking, but in general the aggregate is well bonded. Pavement exhibits "bleaching" of the original dark color.

A.6.2 Original Taxiway To Runway Connectors (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surface appears relatively consistent. There was no substantial evidence of subgrade failure. The surface exhibits medium severity stripping with loss of surface fines and low severity thermal shrinkage cracks. At the cold joints, especially the longitudinal joints, there are open cracks. There is edge cracking along the shoulders and some transverse cracking, but in general the aggregate is well bonded. Pavement exhibits "bleaching" of the original dark color.

A.6.3 Additional Taxiway To Runway Connectors (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surface conditions appear consistent. It appears the connectors were repaved in the recent past. The surface exhibits only very slight stripping with some very minor loss of surface fines. At the cold joints there are visible cracks, but not open. The coarse aggregate is still well bonded and there were no observed subgrade failures. Pavements exhibits "bleaching" of the original dark color.

A.6.4 Helipad, Parking Apron, Taxilane & Connectors (Asphalt & Concrete)

Last Annual Inspection: April 1999

Inspection Results: Asphalt pavement surface conditions appear consistent. It appears the connectors were repaved in the recent past. The surface exhibits only very slight stripping with some very minor loss of surface fines. At the cold joints there are visible cracks, but not open. The coarse aggregate is still well bonded and there were no observed subgrade failures. Asphalt pavement exhibits "bleaching" of the original dark color. Concrete pavements were in good condition with no substantial cracks. Joint sealant still pliable.

A.6.5 Apron C (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surfaces appear somewhat consistent, however there were possible subgrade failures. The surface exhibits extreme severity stripping with loss of fines and extreme severity cracks. At the joints the cracks were open. There are also extensive edge cracks, transverse cracking and block cracks. The pavement is in extremely poor condition and could be considered failed. The pavement also exhibits loose aggregate.

A.6.6 Apron A, Extension & Connectors (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surface appears relatively consistent. There was no substantial evidence of subgrade failure except near the pavement edges and some patched areas. The surface exhibits medium severity stripping with loss of surface fines and low severity thermal shrinkage cracks. At the cold joints, especially the longitudinal joints, there are open cracks. There is also edge cracking along the edges/shoulders and some transverse cracking, but in general the aggregate is still bonded. Pavement exhibits "bleaching" of the original dark color

A.6.7 Apron E (Asphalt)

Last Annual Inspection: April 1999

Inspection Results: Pavement surface appears relatively consistent. There was no substantial evidence of subgrade failure. The surface exhibits medium severity stripping with loss of surface fines and low severity thermal shrinkage cracks. At the cold joints, especially the longitudinal joints, there are open cracks. There is also edge cracking along the edges and some transverse

cracking, but in general the aggregate is still bonded. Pavement exhibits "bleaching" of the original dark color.

A.6.8 Taxilane B1 & B2 (PCCP)

Last Annual Inspection: April 1999

Inspection Results: Existing joints and cracks sawed and resealed in 1998. Spalled areas and slobbs were also repaired on Taxiway B2. Taxilane B1 is in relatively good condition after the rehabilitation. Taxilane B-2 is in moderate condition even after the rehabilitation. There are numerous medium severity cracks and slight differential settlement throughout the Taxilane B2.

A.7 NEW PAVEMENTS

The following pavement areas were constructed new or overlaid in 1998 and were not specifically inspected for this report. The pavements are considered in excellent condition with no distresses:

Apron B (Asphalt)
Apron D (Asphalt)
Taxilanes B0, B3, B4, & B5 (Asphalt)

A.8 PROPOSED PAVEMENT

Taxiway A is scheduled to be reconstructed beginning in May 1999 and was not specifically inspected for this report. The proposed new taxiway pavement will be considered to be in excellent condition with no distresses.

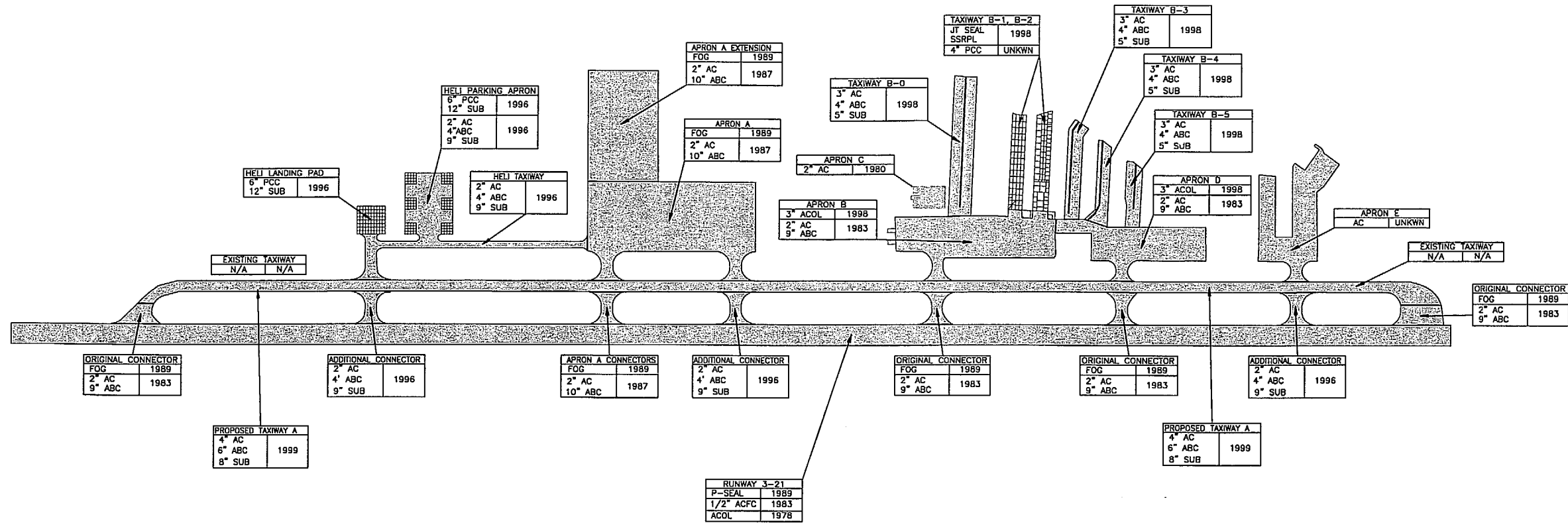
A.9 RECORDS

Yavapai County shall maintain a record of the inspections in the office of the Public Works Director and the Airport Manager for retrieval as may be required.

A.10 REFERENCE

FAA Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance Airport Pavements and ADOT's Pavement Inspection Manual shall be utilized for specific guidelines and procedures for inspecting and maintaining the pavements as part of an effective maintenance program.

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CONCRETE PAVEMENT
ASPHALT PAVEMENT

AIRSIDE PAVEMENTS

AIRSIDE PAVEMENTS

ABC AGGREGATE BASE COURSE
AC ASPHALTIC CONCRETE
PCC PORTLAND CEMENT CONCRETE
P-SEAL PAVER SEAL COAT 5/8"
ACFC ASPHALTIC CONCRETE FRICTION COURSE
ACOL ASPHALT CONCRETE OVERLAY
SUB SUBBASE COURSE
SSRPL SELECTED SLAB REPLACEMENT
JT SEAL JOINT SEALING
FOG FOG SEALING
UNKWN UNKNOWN



Stantec Consulting Inc.
7776 POINTE PARKWAY W, STE 290
Phoenix AZ U.S.A.
85044
Tel. 602.438.2200
Fax. 602.431.9562
www.stantec.com

Stantec

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Legend

Notes

Revision By Appd. Date

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Seal

Client/Project

SEDONA AIRPORT

PAVEMENT
MANAGEMENT
SEDONA, ARIZONA

Title

PAVEMENT
HISTORY
MAP

Project No. 28342608 Scale 1"=200'
Drawing No. Sheet Revision